GRUMMAN plane news

Vol. 37, No. 8, Bethpage, N.Y., May 26, 1978

Skurla calls 1977 'best year ever' in Aerospace

Chicago office supplies key to Midwest

"While You Were Out" memo pads are constantly on the re-order list of supplies for Grumman's Chicago regional office. The 24 occupants of the office pass each other in the halls, Samsonite in hand, as they attend to Grumman's business in 12 midwestern states.

The Chicago office, which opened in September, 1977, is the first regional office established by Grumman Corporation. Located five minutes from O'Hare Airport and 30 minutes from the Chicago Loop, the office houses personnel from Grumman Corporation, Grumman Aerospace (Procurement and Supplier Quality Control) and sales people from Grumman Energy Systems and Calldata Systems.

"It's a rare day when we're all in the office at once," says Dave Webster, the Grumman Corporation representative and manager of the Chicago office. "Grumman spends over $80-million in the Midwest each year, spread out over 500 suppliers. It's part of our job here to make sure that Grumman gets what it pays for. That means a lot of time on the road, visiting those suppliers. Most of our people spend 90-100 nights a year away from home."

On the run

The two Grumman Aerospace managers, George Minch of Procurement and Bart Glowacki of Supplier Quality Control, agree that their jobs keep them running. "Hopping an airplane gets to be like hopping a bus after a while," says George Minch. The two departments work closely to make sure that whatever is ordered is delivered on time and meets Grumman's rigid standards for quality.

Minch explains some of the tasks of the Procurement department. "The things on Grumman's shopping list from Midwest suppliers range from multi-million dollar complex avionic systems, right down to nuts and bolts. We assure delivery of those items in order to support GAC production schedules."

Dual roles

Procurement has the responsibility of evaluating the capabilities of new suppliers and monitoring the workloads of established ones.

"When a new company bids for Grumman work, we check out their operation to see if they'll be able to handle the order and deliver on time. We send our evaluation back to Bethpage (or Milledgeville, or Stuart. . .we deal with all Grumman responsibility centers) along with our recommendations for accepting or rejecting the bid. In this way, we try to save the company from making mistakes that could be expensive in time and money," says Minch.

"Once a supplier has a contract, we maintain close contact with them, making sure everything is running smoothly and on schedule," he points out. "That's where a good working relationship with the supplier is so important. We're there to help. . .and we'll go out of our way, do anything necessary to help them get the job done.

The best policy

"Obviously, an honest approach is the best. We don't invent deadlines. . .we maintain our credibility by being quite candid about our requirements," Minch says. "Another facet of the job is keeping close tabs on the supplier's internal situations which may affect delivery schedules. For example, problems in labor-management relations or expiration of union contracts, or changes in key personnel. This past winter, we watched the coal strike situation carefully to determine possible impact on delivery."

While Procurement makes sure an item is delivered on time, the Quality Control (QC) group's concern is that the item is up to Grumman's standards. To do this, QC makes about 900 visits per year to Grumman's suppliers, making preaward and periodic surveys.

"In a sense, you have to be an expert of sorts in a variety of areas," says QC's Bart Glowacki. "We can be checking out landing gear one day, and avionic equipment the next. You have to keep on top of your specifications at all times."

Glowacki recalls spending an evening a couple of months ago reading up on fuel cells. "There wasn't much else to do," Glowacki says. "I was in a motel in North Dakota under 27 feet of snow. If there's any glamour attached to traveling on company business, it runs a little thin at times like that!

"But basically, if there's a problem with a product, it's our job to get it squared away here through liaison with Bethpage," Glowacki explains. "We provide an extra cushion of time by solving problems as soon as they come up."

In addition, the Grumman Supplier Quality Control group is under contract to Saab-Scania Aerospace of Sweden, to provide a similar service in support of product quality for their VIGGIN JA37 aircraft.

Why a regional office? "Obviously, we smooth the product flow between Midwest supplier and the Grumman recipient," says Minch. "But, to a considerable extent, we can eliminate the need for travel from Bethpage to Chicago."

Dave Webster agrees. "It's a natural reaction when you have a question to just get up and go. . . and a lot of people in Bethpage are unaware that there is a Chicago office that could answer the question for them. In fact, I'm willing to bet that there's at least one Grummanite wandering around downtown Chicago right now, completely unaware that we exist!" says Webster. "Just give us a call if you need help. . .that's what we're here for."

Regional support

Grumman has other activities and interests in the Midwest as well. "We do a lot of manufacturing in the area," says Webster. "Olson Truck Bodies in Michigan; Howe Fire Apparatus in Indiana; Grumman Flxible in Ohio; Energy Systems in Michigan. There are over 2,400 people on the payroll in the region, and more than 300 dealers and representatives for Grumman products as well," says Webster. "So, in addition to developing markets for these products, having a regional office helps to increase the company's visibility here."

Webster notes that "Grumman" is not quite a household word in the Midwest just yet. "In fact, most people here pronounce it 'Grooman.' " Nevertheless, the occupants of the Chicago regional office are looking forward to a challenge. "We feel that we're providing a vital service here," Webster says, "and that we have capabilities which can and will be expanded.

Midwest staffers. *At your service in Chicago are (L to R) office manager Dave Webster, George Minch for Procurement, and Bart Glowacki for Quality Control.*

On location

If you are planning a trip to the Midwest, you may find that some or all of your work can be handled quicker and easier by the Chicago regional office.

Company policy requires that you contact the office and the appropriate section there before you go. From their vantage point, they'll be able to tell you if the trip is necessary, or if they can handle things for you.

The address of the Chicago regional office is 2400 East Devon Avenue, Des Plaines, Illinois 60018. Their telephone number is (312) 298-9430; Telex number is (312) 298-2931.

Looking into the future. *Mike Pelehach (C), Senior Vice President-Business Development, who recently addressed the Marine Corps Aviation Association at Cherry Point, N.C., discusses future aircraft technology with Robert King Jr. (L), Avionics Engineer Division director, and Col. Charles Thompson, commanding officer of Naval Air Rework Facility (NARF).*

Take stock in America

From the first retractable landing gear on a naval aircraft to the Lunar Module to the F-14 air superiority fighter, Grumman men and women have been contributing to the Nation's growth and security for nearly half-a-century. For almost as long, Grummanites have also been supporting America by investing in U.S. Savings Bonds.

In fact, the Department of Treasury's 1977 tally of business leaders in participation lists Grumman as number 12 in the entire country. Last year, 88 percent of the company workforce invested in bonds via payroll deduction.

Every year, June marks the company-wide Savings Bond drive to remind everyone of this convenient, reliable, and safe method of saving. This year, the drive will be from June 5 through 16.

For the many people who are already building a "nest egg" with bonds, it's a chance to change their savings amount payroll deduction amount if they wish. For those who are not participating in the savings program, it's an invitation to hop on the bandwagon.

There are at least three good reasons for investing in U.S. Savings Bonds:

- *High yield.* Savings Bonds now pay six percent at their five vear maturity. Savings Bonds are not only competitive with other interest-bearing investments but in the event of further increases in Savings Bond interest rates present owners will receive the same interest automatically. All interest is free of state tax; Federal tax may be deferred until the bonds are redeemed.
- *Instant redeemability.* Bonds can be used immediately for any emergency at any time two months after their issue date. They can be redeemed on the spot at your local bank and will earn interest even when redeemed before maturity, but after six months following issue date.
- *Unmatched security.* Savings Bonds are as good as cash. They are backed by the full credit of the U.S. Government; no other investment in their price range is as secure.

On Monday, June 5, you will receive additional information on the U.S. Savings Bond program at Grumman Aerospace and a payroll deduction authorization card.

Do yourself a favor and begin your "automatic savings plan." If you're already participating, it's an excellent opportunity to increase your savings.

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage N.Y. 11714 as a function of the Public Affairs Dept., Brian Masterson, director.

Editor
Kathy Housley
Ext. 3293

Associate Editors
Wally Kalinyak
Ext. 5119

Norine Lyons
Ext. 5118

Editorial Assistant
Kristin Lane
Ext. 8999

Plane News from outside line
516-575-3293

F-14 TARPS provides Tomcat new dimension

A pod mounted to the underside of the F-14 Tomcat is undergoing tests at the Naval Air Test Center (NATC) at Patuxent River, Maryland. The 17-foot-long pod is designed to add supersonic photo reconnaissance capabilities to the Tomcat.

Thus far, three Tomcats have been modified to accept the 1550-lb. pod called the F-14 TARPS (Tactical Air Reconnaissance Pod Systems). The modified F-14's will serve for an interim unspecified period until the Navy completes development of a new generation of planes dedicated to photo reconnaissance.

The new strategy

John Michel, TARPS program manager, says, "Modern photo reconnaissance psychology calls for a plane to get in and out of the area as fast as possible. The crew must also be able to protect itself in case of detection and attack. The Tomcat will fill this need very capably. With today's high speed films, the Tomcat will be able to reconnoiter the target area at supersonic speed."

The TARPS, developed by the Naval Air Development Center, employs three cameras in the pod: a frame camera, a wide angle pan and an infra-red line scanner.

GAC's role

Grumman is responsible for fabrication of the mount that holds the pod and for modifying the aircraft to incorporate TARPS. A control panel and wiring changes have been built into the Radar Intercept Officer's area for operation of the camera system. "We are also providing an environmental control system which prevents the camera lenses and windows from fogging-up during sudden altitude and temperature changes," says Michel.

"In the first stages of NATC testing, it was feared that the weight of the pod might have an effect on the F-14's performance," says Project Officer Lt. Mike Clark. "By hard mounting the pod to the aircraft rather than snapping it to a weapons station, the required stability was accomplished."

The pod is carried approximately 15 inches off the centerline on the Tomcat's belly, in the tunnel created by the engine nacelles. The pod straddles the missile fittings so that it can be hard-mounted snugly to the aircraft. "If needed, the plane can quickly be converted back to a full weapons system," says Michel.

Testing is continuing on the modified Tomcats at Patuxent River. A fourth Tomcat is scheduled to be modified in early July. "If all goes well, and there is every reason to indicate that it will," says Michel, "plans are to modify 49 aircraft beginning in March 1979 with the No. 315 airframe as the prototype." Michel estimates that the total value of the F-14 TARPS contract could reach the $20-30-million range.

Get new posts

Several Grummanites received new assignments in recent weeks.

Ray LeCann heads Business Development's new office that will organize and direct all of Grumman Aerospace's foreign new-business efforts from an advanced technology standpoint in concert with Grumman International. He reports to Dr. Renso Caporali, director of Advanced Systems Technology, and can be reached on Ext. 6600, Mail Station C34-05.

In Corporate Quality and Safety Operations, Thomas Weiss has been named deputy director. He can be reached on Ext. 2881, Mail Station A21-35.

Everett Bennett is the new director of Quality Control. Located at Mail Station A19-35, he can be reached on Ext. 3098.

obituaries

GUDRUN COHAR of Elect. Wire Prep., Plant 44, died May 5 at the age of 57. He had been with the company since 1966 and resided at 45 Merritt Rd., Farmingdale.

EDWARD C. KUCHLEWSKI of Rec. Insp. Elect. Test Lab., Plant 31, died May 4 at the age of 44. He worked for Grumman since 1958 and resided at 41 Lucille Ave., Elmont.

LEONARD PETRUK of Admin., Plant 3, died May 9 at the age of 54. He had been with the company since 1947 and resided at 5 Lisa Lane, E. Islip.

ANDREW SUNDQUIST of Indust. Engg., Plant 1, died April 27 at the age of 55. He worked for Grumman since 1965 and resided at 134 Wickshire Dr., East Meadow.

Personals

I wish to express my sincere appreciation to my many friends, co-workers and Employee Services for their kindness during my recent recuperation from surgery. **Ed Cartoski**

I wish to express my thanks to my co-workers and friends in Plant 1 for their kindness during my recent stay in the hospital. **Dan Lambert**

My family and I wish to thank our many friends, co-workers and Employee Services for their kindness and sympathy during the recent loss of my mother. **Al Milauckas**

Unveil new investment option at EIP meeting

A wealth of information was provided to those who attended the third annual Employee Investment Plan meeting in Plant 30 on May 11.

Over 200 Grummanites met with top officials from Fiduciary Trust Company which manages the Equity and Fixed Income Funds; Bankers Trust Co. which is the plan's recordkeeper and handles the Grumman Common Stock Fund; and Aetna Life Insurance Co. which will be managing the new Guaranteed Income Fund.

Also in attendance were Grumman Corporation Vice President-Investment Management Bob Landon, and Grumman EIP committee members: Bob Bradshaw, Grumman Corporation secretary and Bill Voorhest, co-director of Opportunity Development Department for Grumman Aerospace. Committee member George Skurla, chairman and president of Grumman Aerospace, was unable to attend.

In the beginning of this year, Grumman announced that it would soon offer a new investment option for EIP members, in addition to Company Stock Fund, Equity Fund, and Fixed Income Fund. The new alternative is called Guaranteed Income Fund.

For the past several months, Grumman EIP committee members have been carefully "shopping" for an insurance company to handle this new investment fund, which would yield a guaranteed return on a participant's contribution.

"A number of insurance companies expressed interest, but they insisted that there be some restriction placed on the transfer of funds," stated Bradshaw. Because of today's economy, they wanted protection from people deciding 'en masse' to withdraw their guaranteed income funds. In short, they did not want to take those risks.

"We think Grummanites should be able to move into and out of this new fund with the same flexibility as any of the others," said Bradshaw. "So this became an important criteria in our search."

Eventually the field was narrowed to three. And at the annual meeting Bradshaw announced that Aetna Life Insurance Company will manage this newest investment alternative.

Dual guarantees

Norman Wells representing Aetna told attendees at the annual meeting that under the new option which becomes available July 1, there are two guarantees involved.

"Under our plan, investors are guaranteed against any loss in their contribution," stated Wells.

"Your contributions are invested in the general assets of Aetna," continued Wells. "Aetna has total assets of $14-billion — 48 percent invested in bonds, 37 percent in mortgages, and 15 percent in other types of assets."

According to Wells, the Aetna mortgages are generally for commercial properties. Their bonds are typically direct placement; in other words, there is a direct negotiation between Aetna and large corporations for the borrowing of money. "In this kind of agreement, the net interest is a little bit higher than that in the public marketplace." stated Wells.

Aetna also offers a guaranteed rate of interest. "When we establish an option plan like Grumman's we set a rate of interest for the remainder of that calendar year. Sixty days prior to the beginning of the next year, we establish a rate of interest for the following year."

Aetna will take into account the actual past investment results in establishing future declared rates of interest.

After "guaranteed income" goes into effect on July 1, Aetna guarantees 8.75 percent rate of interest for the remainder of 1978. They will declare next year's interest rate 60 days prior to January 1, 1979.

In addition, Aetna is guaranteeing a minimum rate of interest from 1979 through 1982 of 8.2 percent. Their interest rate compares favorably to savings institutions.

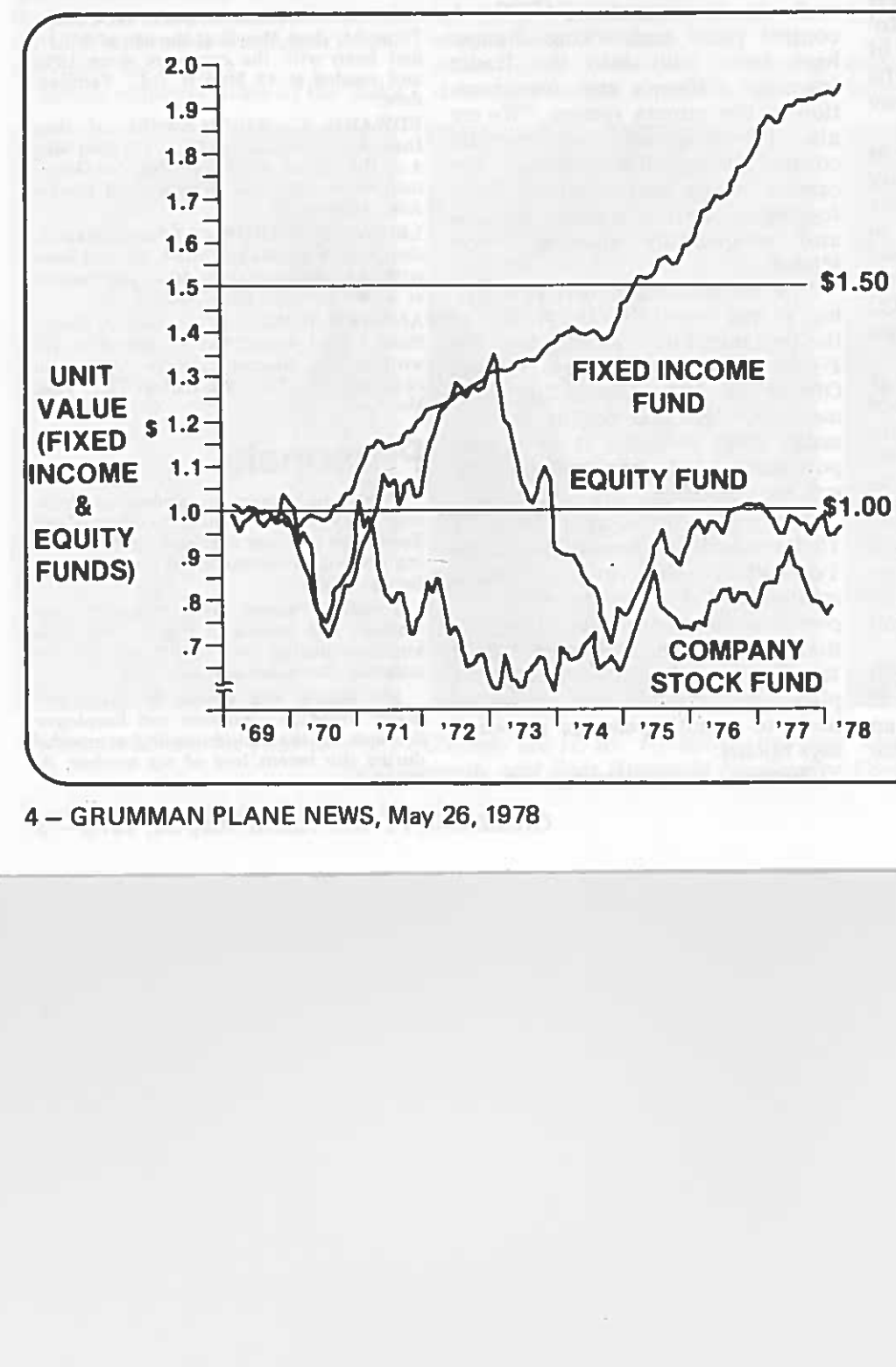
As with all EIP investment options, interest earned in the guaranteed income fund is not taxable on a yearly basis. EIP participants are only taxed when they terminate their membership in the Plan.

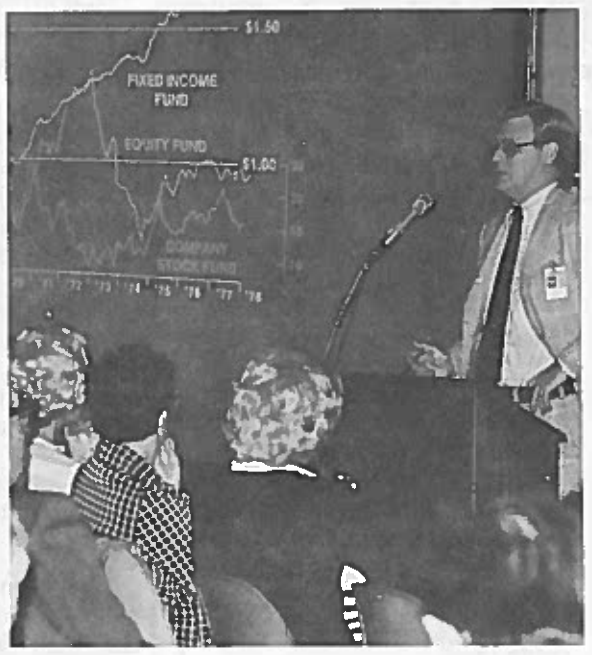
All Grummanites will soon receive literature containing additional information on this latest EIP option.

Investment outlook

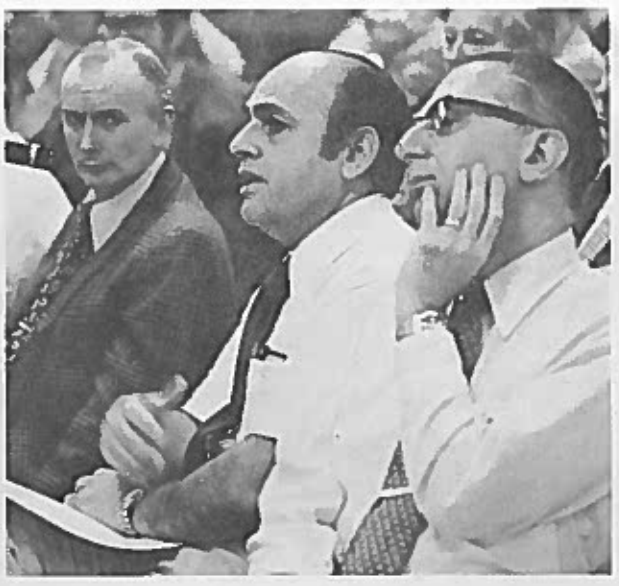
Larry Huntington, Fiduciary Trust Co. president, reviewed his company's investment philosophy — he calls it "conservative" — during the meeting at Plant 30. And, conservatively, Huntington outlined Fiduciary's present investment outlook — if "the worst that could happen" did take place — in these four areas:

- *The government scene.* "The rate of building up deficits is just unprecedented and, we feel, alarming. In the past four years, the deficits have increased by $700-billion around the world, and in the U.S., by $250-billion. While this is going on, most of the industrial nations are turning toward protectionism. Eventually, we see this as leading to a lowering of worldwide economic activity."
- *The consumer.* "Some 84 percent of disposable personal income is now going to the service of consumer debt, installment debt, etc. That's a very high figure and is worth our concern."
- *The corporate sector.* "These problems relate primarily to the lack of liquidity which means lack of ability for capital spending and capital investment, which ultimately means jobs and economic stimulus. We think this is a major problem for the country and can only be addressed by a change in the tax structure."
- *The banking and financial systems.* "They, too, suffer from ill-liquidity. The U.S. banking system in the 1950's had more than 50 percent of its assets in government securities. Today, only 12 percent is, and it has been as low as seven. It's a long way from safety."





Slide presentation. *Bob Landon, Grumman Corporation Vice President-Investment Management, explains past performance of the Investment Fund to attendees. (Photos by Gerry Costello)*



Huntington continued, "In light of the April 'boom' on the market, we will see sometime in the next year-and-a-half — a slippage in stock prices to reflect more accurately the general economic scene. . . It is reasonable to foresee a very strong stock market in about another two-years-plus.

"When discussing our portfolios, we use terms like 'balance' and 'array of assets'. Accordingly," concluded Huntington, "I think that's got to be kept in mind as you try to figure out what to do with your own assets."

Equity fund

Reviewing the Equity Fund performance in 1977, Fiduciary Vice President Hy Upson said, "Our conservative strategy we executed in the latter half of last year did pay off."

At the end of 1977, "the market quickly nose-dived and continued to do so until early March," reflected Upson. "We were down just under three percent, showing less of a decrease than Standard and Poor's 500 or Dow Jones."

Commenting on the "explosion" of stock prices in April, Upson stated that the Equity Fund is up three percent for the year, the same as S&P, while Dow Jones is up 2.2 percent.

In 1977, Fiduciary had three basic approaches to the EIP's Equity Fund:

- Eight-fold increase in percentage of funds put aside in short-term reserves, which are daily earning an interest rate.
- De-emphasize exposure in consumer-related stocks (cars, retail, etc.). Reason: "We felt consumer spending would fade as the year progressed."
- Within this economic environment, one area which Fiduciary thought relatively strong was capital spending (plants and equipment). "We virtually doubled our exposure in capital spending areas — reflecting our 50 percent reduction in consumer-related stocks. . ."

Before they begin building the Equity Fund back to 90-95 percent investment in stocks (the remainder being in interest-bearing cash equivalents), Fiduciary wants to see a solid economic trend developing. "The key problem is inflation," concluded Upson. "We think the Carter Administration has to grab the issue and run with it — despite the high political risk of doing so in an election year."

Fixed Income

The past 15 months have been a trying time for the bond market, said Fiduciary's Geoff Getman. During this period, there has been a steadily rising interest rate. At year's end in '76, the Treasury Department could borrow money for a six-month period and pay under five percent. . .borrow for 15 years and pay seven percent. It was an ideal time for long-term investments. But today, the Treasury has to borrow at seven percent for six months and a little over eight percent for 15 years.

Another factor is a flattening of the yield curve. The ratio between six-month and 15-year rates is smaller today than 15 months ago, resulting in not as much interest return for the long-term investor.

"Our strategy today is to reduce the average maturity of the portfolio bonds so as to insulate ourselves somewhat from the severe price drops in the long run and to take advantage of the steadily higher and higher short-term bonds," stated Getman.

For this reason, Getman said that most of the bonds in the portfolio have a maturity of under five years and the average maturity of the EIP fund has moved from 8.4 years to 4.6 years during this 15-month period.

"With almost 25 percent of the Fixed Income Fund invested short term, and earning approximately 6.8 percent annually, you can see there would be a dramatic increase in the yearly return when money now at 6.8 is invested at 8.5 or 9 percent," concluded Getman.

So, as of July 1, Grummanites will have the choice of three investment options:

Equity Fund with high risk and high reward potential; Fixed Income Fund with low risk and moderate reward potential; and Guaranteed Income Fund with no risk factor and a fixed reward.

Special booklet

In the near future, all eligible Grumman men and women will receive additional information on the new investment plan option called Guaranteed Income.

A special booklet containing material from the slides shown during the May 11 Employee Investment Plan meeting is now available from the Employee Investment Plan office, Plant 28, Ext. 7250.

Monthly units values of the Employee Investment Plan can be obtained by calling Ext. 4400. (From outside: (516) 575-4400.) Callers will hear a recorded message that includes the latest monthly unit values of the Equity Fund and Fixed Income Fund, and the Grumman Common Stock value.

1977 -- record setting year for Aerospace

Though the rain clouds were low over Bethpage on May 18, attendees at the annual shareholders meeting in Plant 4 heard the good news — for the second year in a row — that the company had the best operating results in its history.

Grumman Corporation Board Chairman Jack Bierwirth opened the progress report section of the meeting by announcing that 79.8 percent of the corporation's outstanding shares were voted in favor of the election of four company directors and the selection of Hurdman and Cranstoun as the public accountants.

Those elected to a three-year term as director were: Kenneth Axelson, Senior Vice President of J.C. Penney; Jack Bierwirth, Grumman Corporation Chairman; Joe Gavin, Grumman Corporation President; and Grant Hedrick, Grumman Aerospace Vice President.

At the outset of the meeting, Bierwirth reported that Grumman Corporation sales for 1977 topped $1.56-billion. Net earnings reached $32.4-million, up 38 percent over 1976. Total equity grew to $196-million, nearly tripling over the past five years.

"During that period, the annual dividend payment has been increased four times, and a 10-percent stock dividend was declared," Bierwirth told the shareholders. "If you add that to our recent additional dividend increase, I think you'll agree that you own part of a corporation with a confident view of its future."

Joe Gavin, Grumman Corporation President, then supplied an overview of Grumman business performances during the past year and a look at the future.

Discussing Grumman Aerospace, Gavin pointed out that "our major military programs continue to be profitable and provide the firm financial base that we intend to enlarge as new technology and business opportunities develop." And they are developing. Gavin cited Japan's announcement of plans to buy at least six E-2C's beginning next year and other international interest in the Hawkeye.

Commenting on the present debate in Congress over the F-14 and the EF-111A, Gavin said, "Personally I'm optimistic, for one simple reason: the aircraft involved do their jobs better than any other in the world. The country needs them, and there is no alternative to them available anywhere. To use President Carter's phrase, 'Why not the best?' "

Over the past five years, "Our aerospace business has rebuilt the corporation. In the process, it has provided the money and the talent to diversify into new areas," reported Gavin. "Last year we set a corporate goal to achieve balanced earnings between commercial programs within five years—that's a challenging goal. . .but I believe we'll achieve it."

Commenting on the commercial subsidiaries, Gavin offered the following notes of interest:

Dormavac is now in the initial production phase. Two warehouses and 28 units are slated to be built.

Sunstream seems to be appealing to the West Coast marketplace, because of tax incentives in California. A new manufacturing plant opened in Corcoran, California. Just last week an order was received for 350 units from a major home builder.

Flxible model 870 bus rolled off the line in Ohio. . . the first of 134 to be delivered to the Metropolitan Atlanta Rapid Transit Authority. Sales at Grumman Flxible should exceed $130-million this year.

VKW of Germany licensed us to use their waste disposal and power-recovery system technology. . . now approaching the construction phase of a program to build a waste disposal system that will use trash as fuel to generate saleable steam energy for the Louisville, Kentucky area.

"Developing these programs and moving toward our goal of balanced aerospace and commercial income has required heavy expenditures," reported Gavin.

'Start up costs'

First quarter sales in 1978 were over $140-million up 13 percent over last year's first quarter, but net income of $51.8-million was down 26 percent. "The lower earnings reflect the expenses for Dormavac and Ecosystems and start up costs for the new Cougar aircraft at Grumman American," said Gavin. "We also felt

the impact of both higher interest charges from borrowings required for the acquisition of Flxible and the unforeseen effects of severe winter weather on truck body and fire equipment production. We look for a steady profit improvement over the remainder of the year." Other subsidiary reports will appear in the next edition of *Grumman Overview*.

When the official business matters at the meeting were concluded, attendees were given the opportunity to hear the chief operating officer of each firm report via film.

Right on target

During his film footage, Grumman Aerospace Board Chairman and President George Skurla got right to the point: 1977 was the best year ever in Grumman Aerospace's history—both in terms of gross business and after-tax income. "Coming on the heels of two prior record-setting years, this performance is most gratifying—since it was achieved as a direct result of the increased productivity of all of the people throughout the Aerospace organization—and our continuing efforts to reduce our borrowing and associated interest expenses." stated Skurla.

And, even though gross sales are expected to be somewhat lower this year, Skurla is confident that earnings in 1978 will be almost equally as good as 1977.

"For a number of years, four primary weapons systems serving in the front line of the nation's defense, have been our major source of income," stated Skurla, "and 1977 was no exception."

Last year, the F-14 Tomcat continued to be the strongest contributor to the company's financial success. A total of 72 aircraft were produced — half to the U.S. Navy and half to the Government of Iran. This year, the Navy will receive 36 Tomcats, while Iran will get delivery of the remaining 20 aircraft in its order of 80. Next year, 44 aircraft are slated to be delivered to the U.S. Navy.

Commenting on the Tomcat's 1980 production plan, Skurla said "It is uncertain pending the outcome of the legislative review and approval of the fiscal year 1979 defense budget now underway in Washington.

During the past several months, a strong debate has been waging in Congress on the proposed acquisition rate for the F-14 in the first half of the next decade.

"In spite of the Navy's desire to maintain a minimum procurement of 36 aircraft per year thru the planned buy-out of 521 airplanes," stated Skurla, "the Secretary of Defense has directed that only 24 aircraft be purchased in each of these 'out-years.'

"This decision will result in not only a fighter inventory shortfall on our Navy's carrier deck but will also mean over $850-million in additional cost to the program," stressed Skurla.

But he assured shareholders that "we have marshalled the political clout of our total Long Island and New York State congressional delegation along with congressmen and senators from other states who are supportive of a minimum production rate of 36 aircraft per year."

In addition, this urgent message has been taken to the American taxpayers both locally and nationally asking for their individual support for the best defense of the country in terms of cost and battle-effectiveness.

Reported Skurla: "The response from people throughout the land has been most heartening."

'Reasonably hopeful'

Though the fight will continue to be a tough one for the next several months, Skurla is "reasonably hopeful" that the Congress will restore the F-14 production cuts proposed.

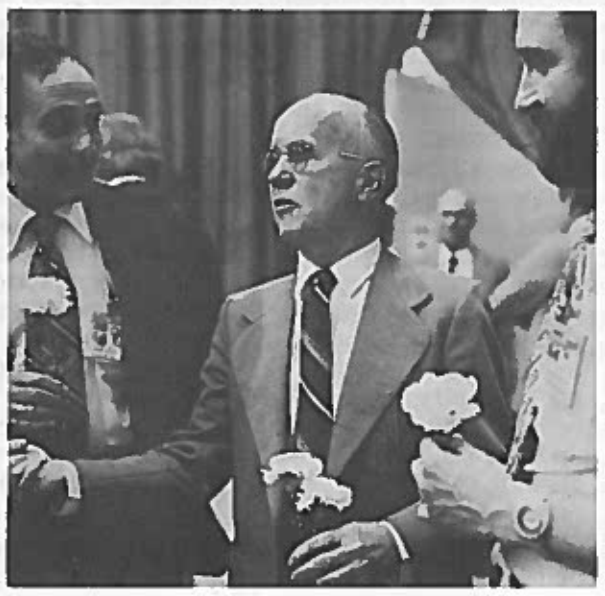
The F-14 continues to be the only proven air-superiority fighter in the world that has the operational capacity to handle the high flying Foxbat, the far-away Backfire bomber, and the low-flying cruise missile "threats." No other fighter in existence — or presently planned by U.S. armed services — can make a similar claim, Skurla emphasized.

For this reason, the chief executive firmly believes the Grumman F-14 is a top contender for the Canadian aircraft program for the early 1980's. Grumman's proposal was not only based on the outstanding Tomcat capabilities but on a broad industrial offset benefits package. It has been well-received, reported Skurla, "making us a strong contender for stepping into the winner's circle later this year."

Old faithful

The 20-year-old A-6 continues to be a mainstay on the Grumman tactical aircraft team, Skurla informed attendees. Since 1960, some 600 aircraft of the "A" through "E" versions have been delivered to the Navy and the

(Continued on page 8)



'We're making a determined effort to build on the talent and technology that have brought Grumman Aerospace through nearly five decades of continuous growth'

Chairman and President George Skurla

(Continued from page 7)

Marines. Deliveries of new A-6E's at 12 per year seems assured throughout 1980, reported Skurla. "However, on-going production beyond that point appears to be running into DOD funding availability problems."

In addition, Grumman modified 28 A-6's last year, and will deliver an additional 36 this year. Skurla anticipates this modification work to stretch into the 80's.

He also noted that the company is continuing its development of RGWS (Radar Guided Weapon Systems) which began last year. This new system will enhance the survivability of the A-6 in tactical situations. "Both the Navy and the Air Force are considering the development work we've done thus far in this area for future applications."

The close-working partner of A-6, the EA-6B Prowler, is not available for sale to friendly-foreign governments, but the GAC chairman foresees that this potential market may some day be realized. To date, over 65 Prowlers have been produced. Last year, six of these highly sophisticated electronic jamming system aircraft were delivered to the Navy and the Marines.

Good outlook

The E-2C program continues to be strong in its operational performance with the Navy and its long-range production outlook. Last year, the Navy received six airborne early-warning aircraft, while the Israeli Air Force received the first of three on order. This year, Grumman will again deliver six to the Navy and complete its Israeli order.

Latest member of the Grumman aircraft stable is the EF-111A Tactical Jamming System being developed for the U.S. Air Force. During the past 12 months, "outstanding technical results have been attained in the pre-production test and evaluation. . .and the program was completed ahead of schedule."

Although currently experiencing some funding difficulty in the FY '79 defense budget, "I believe that Congress will finally approve production funding in view of the critical need to have the EF-111A in the European theater," remarked Skurla.

Skurla also mentioned the company's latest hydrofoil contract to supply the Israeli Navy with two advanced hydrofoil vessels based on the Flagstaff Mark II design.

"As we look to the next generation of aircraft designs, we find that a whole host of new technologies must be developed in order to meet their objectives," said Skurla. He compared this period to the 1950's and 60's when technology development was mandatory in order to remain competitive in the aerospace industry.

Last year, Grumman Aerospace invested $38.6-million of its independent research and development funds in the pursuit of advanced technology programs. This resulted in being selected for $104-million of new technology contracts.

Also receiving attention in Aerospace are subsonic and supersonic designs planned by the military. "Our experience and know-how in tactical electronic systems integration is providing the foundation to design these next generation weapons systems. Another area Grumman will continue to gain experience in is composites material. We are continuing to build upon our extensive experience with such new materials by applying them to advanced tactical fighter design concepts for the 1980's."

Business looks brighter in space, too. A major subcontractor to build wings for the Space Shuttle Orbiter, Grumman is also becoming increasingly involved in space fabrication systems.

Under a NASA contract, Grumman's prototype beam builder, in conjunction with its concept for a manned-remote work station, will provide a capability for the construction of large structures in space.

Space ventures

But that's not all: "Taking advantage of the command-and-control expertise gathered over the years in military aircraft programs," said Skurla, "we are continuing to pursue business with the Air Force for space surveillance and defense designs."

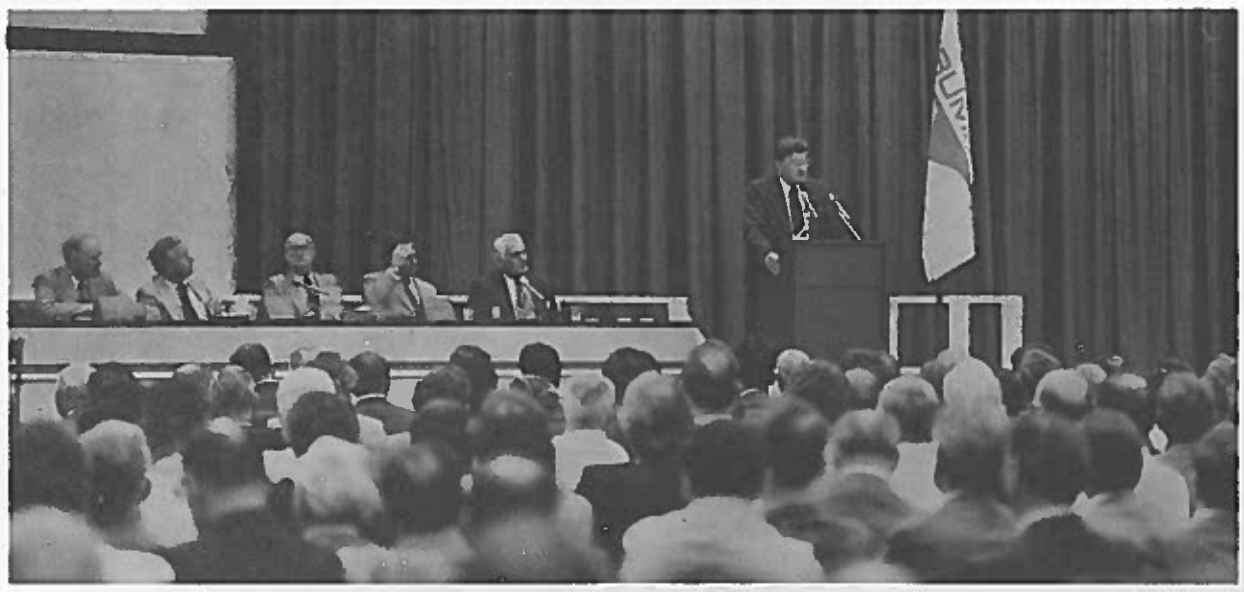
Grumman is also participating in a fusion energy project. A number of Grummanites are currently working on the design and construction of Tokomak Fusion Test Reactor on the Forrestal Campus of Princeton University where they are now applying technical expertise developed during the Apollo years to the construction of the first magnetic fusion system in the U.S.

With fewer major military programs being projected in the near future, Skurla pointed out that "we have become increasingly interested in capitalizing on our in-house production capabilities for subcontracting work. . .to date we have met with a fair measure of success."

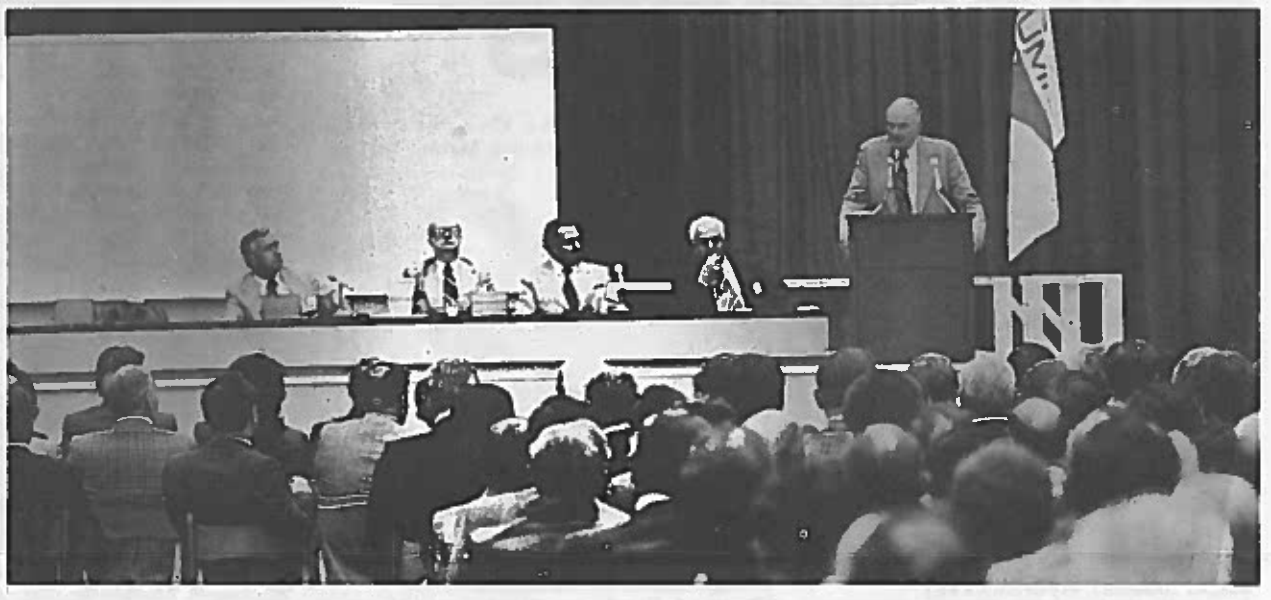
Recent subcontract awards include a $12.5-million contract with Sikorsky to build the aft fuselage on its CH-53 heavy-weight helicopter. . . and a Boeing pact to manufacture wing skins for its 747 commercial jet.

In addition to seeking subcontracts in the airframe industry, Grumman Aerospace is also looking at opportunities to become suppliers of electronic assemblies and automatic test equipment out of Great River Operations.

In his concluding remarks, Skurla stated, "We are making a determined effort to build on the talent and technology that have brought Grumman Aerospace through nearly five decades of continuous growth. We have a strong base upon which to move forward and to develop new expertise in areas that will help us shape our future. I'm confident that we will get our fair share of opportunities in the changing marketplace."



At the podium. *Speakers at the first PAC meeting were: (L to R) above - Grumman Aerospace Chairman and President George Skurla; Tom Rozzi, Vice President-Personnel Services and Security; below - Gordon Ochenrider, Vice President-Washington Ops.; and Grumman Corporation Chairman Jack Bierwirth. (Photos by Carl Lassig)*



Over 800 gather for first PAC meeting

"Our ability to tell our story is becoming crucial to us, and frankly, I think we're getting better at it."

With those words, Grumman Corporation Chairman Jack Bierwirth praised the work of the Grumman Political Action Committee (PAC) at its annual meeting on Wednesday, May 17. Over 800 members gathered in Plant 4's Hangar 3 to meet with corporate officials and PAC's Steering Committee.

Tom Rozzi, Grumman Aerospace Vice President-Security and Personnel Services and chairman of the Steering Committee, called the meeting to order. After introducing the members of the Steering Committee, Rozzi asked PAC members to confirm by-law amendments extending the PAC's participation to state and local elections, and they were duly confirmed.

Rozzi also presented for the membership's confirmation the names of the new officers of the Steering Committee. They are: Chairman, Tom Rozzi; Vice Chairman, Bob Watkins, (director of Field Operations and executive assistant to Grumman Aerospace Chairman and President George Skurla); Treasurer, Jim Reilly, (assistant treasurer of Grumman Corporation); and Assistant Treasurer, Bill Wachino.

The officers were unanimously confirmed by the membership, and Rozzi turned the meeting over to Bierwirth.

In his remarks to the group, Bierwirth stressed the importance of Grumman's political involvement, based on the "high political content of our product list . . . from defense, to fire engines, to water-purification plants."

"We can't sit around passively any longer and wait until an election is all over, and then go in and explain who we are to whomever won," Bierwirth said. "With PAC, we are now participating actively and positively before the election. There's some risk in that, but there's also a great improvement in our ability to tell our story. When you're assisting somebody before an election, he or she is a much better listener."

Active participation

Bierwirth contrasted a gift from an individual, which ". . .might not mean very much," with a contribution from the PAC. "When all of us join together and give as the Grumman Political Action Committee, it makes quite an impact. . . a resounding boom. Quite bluntly, as a group, we represent not only a monetary gift, but also thousands of votes."

"Your response has been wonderful. What you have done so far means a great deal to Grumman," Bierwirth concluded, "and will continue to be very important in the future."

New complications

Bierwirth then handed the mike over to Grumman Aerospace Chairman and President George Skurla.

"The aerospace market is much more complicated now than it was 20 years ago," Skurla said. "It requires much more political awareness on our part. It's no longer enough to design and build good hardware on time and under cost. As we look ahead, there's no question that to stay in business, we have to be on the scene politically."

Skurla said that he was gratified by PAC's growth. "Of the 8,000 people in Grumman Aerospace who are eligible for membership, we've come from 8 percent participation to 29 percent.

"PAC has opened doors that were previously closed to us. Our investment in PAC has resulted in listening time, and an opportunity to present our side of the story. . .both in Washington, and on the local political front."

"If we stand together, we can secure our position — which is important not just for the defense of our country, but for the economy of this island and the economy of this state."

Valuable tool

After Skurla's remarks, Tom Rozzi introduced Gordon Ochenrider, Grumman Aerospace Vice President-Washington Operations.

"PAC is an important business tool," said Ochenrider. "Our contributions get us a hearing. It makes good, practical business sense for us to lend our assistance to those who actively support us."

After the conclusion of Ochenrider's comments, Rozzi stated that in the future, members would receive two letters a year summarizing PAC contributions. He also announced that in September, the major New York gubernatorial candidates would be invited to address the PAC.

L.S. Smith | F.T. Main Jr. | C.G. Barbato | T.A. Lombarski | A. Gorski | E.J. Mikula | D. Anderson | J.O. Alvar | G.R. McClorey

service milestones

40

Joseph D. Seiler, Sub-Assy. (1)

35

Ralph M. Johnson, Steel Parts Assy. (2)
Jasper Mauceri, Hydraulics (2)
Byron R. Howard, Stockrooms (2)
Joseph P. Hegel, ILS Admin. (35)

30

Henry Ruppenthal, Prototype (1)
Frederick Groll, Parts Paint (2)
Lawrence Fontana, Steel Parts Assy. (2)
William D. Post, Sub-Assy. Major (2)
Salvatore F. Comitino, Prod. Super. (2)
John C. Geiger, Reqts. Plng. (3)
Fred F. Vitale, Invent. Control (5)
Henry B. Suydam, Ops. Anal. (5)
Arthur H. Bellion, Mach. Shop (6)
Ralph J. Cirone, Structures (7)
Alexander Loiko, Trans-Ops. (20)
Paul J. Holm, Invent. Plng. & Anal. (30)
Harold A. Kirvin, A/C Sys. Serv. (80)

25

Lawrence S. Smith, Conventional Mach. (3)
Frederick T. Main Jr., Ops. Mgmt/Staff (5)
Carmen G. Barbato, Corp. Plng. Cntrl. & Budg. (5)
Thaddeus A. Lombarski, Maint. (12)
Anthony Gorski, Maint. (12)
Emil J. Mikula, Des. Engg. Proj. Engg. (25)
Doris Anderson, Invent. Plng. & Analysis (30)
John O. Alvar, Corp. Proc. Ops. Mgmt/Staff (30)

Richard T. Seidler, ILS Elect. Engg. (40)
Gerard R. McClorey, Engg. Mgrs. (40)

20

Eugene N. Opinante, ILS Mech. Engg/Des. (1)
Edward Sprague, Maint. (1)
Francis A. Schaum, Small Parts Fab. (2)
George Panzera, Hydraulics (2)
Stanley G. Orme, EBW Final Assy. (2)
James P. McGuirk, Prod. Supervision (2)
Raymond Hoene, Mfg. Status (2)
George Ulrich Jr., Spot Weld. (3)
Charles J. Randazzo, Static Test (5)
David J. Ramsay, Avionics Test (5)
Doris M. Sellers, Prod. Supervision (5)
Arnold Bruno, Environ. Cntrl. Des. (5)
Francis D. Bonino, Config. Data Mgmt. (5)
Newton E. Spiess Jr., Exec. Staff (5)
Edward W. Magee, Plt. Protect. (6)
Alfred C. Norris, Assy. Meth. & Plnng. (6)
Paul C. Sachse, Mtl. Coordination (7)
Joel H. Taft, ILS Mech. Engg/Des. (25)
Charles H. Cohen, Equip. Lines (25)
Lawrence J. Hahn, Reliability (25)
Herman Ulmer, Maint. (27)
Marion J. Opfer, Corp. Security (28)
Charles H. Rohrs, Land Gear Carrier Suitab/Arm. (35)
Stanley B. Burns, Struct. Anal. (35)
Michael G. Kornely Jr., Mfg. Tech. Prod. Serv. (40)
Richard H. Melchers, ILS Commodities Cntrl. (40)
Paul T. Bell, Environ. Cntrl. Des. (40)
Joseph A. Metro, Specifications (40)
Wilfrid R. Howell, Engg. Resources (40)
Charles E. Martin, ILS Resources Appl. (43)
John T. Pierce, Mech. Detail & Finish (43)
Ralph H. Aponte, Prod. Supv. (44)
Henry M. Canle, Avionics Mntce. Scd. (60)
Charles F. Askins, A/C Sys. Serv. (95)

15

Gregg M. Johnson, Sub-Assy. (1)
Louis J. Herba, Fuselage Assy. (1)
Walter E. Kozikowski, Fuselage Fwd. Sub. & Major (1)
Edward R. Busse, Fuselage Joining (1)
Charles E. Beck, Elect. Fab. (1)
John R. Lau, ILS Prog. Contrl. Mgt. (1)
Walter C. Link, ILS Resource Cntrl. (1)
Eugene C. Baade, ILS RF/Cntrl. (1)
Clifton C. Gardiner, Repro Servs. (1)
Dorothy J. Snyder, Repro. Servs. (1)
Clarence E. Merritt, Steel Parts Assy. (2)
Hercules Sims Jr., Sub-Assy. (2)
Jefferson Coleman, E.B. Weld. Prod. (2)
James A. Greenleaf, E.B. Weld. Prod. (2)
Joseph Reinhard, Stress Reliev. & Hot Form (2)
Leonard C. Farber, Invent. Cntrl. (2)
Eric J. Pitfick, Mfg. Est. (2)
Allen Adler, Factory Plng. (2)
Robert P. Bergeman, Prod. Plng. (2)
Robert Cafarella, Mach. Shop (2)
Anthony D. Petrino, Die Shop (2)
Joseph E. Morelli, Jig Dtls. & Sub-Assy. (2)
Edward A. Lewis Jr., Tool Cntrl. (2)
Armand L. DeAngelis, Mfg. Tech. Prod. Serv. (2)
John W. Doyle, Maint. (2)
Clinton F. Brunner, Dtls. (3)
James A. Gary, Conventional Mach. (3)
Richard J. Brown, Assy's. (3)
Frank J. Schroeder, Honeycomb Final (3)
Vincent D. Holder, Sub-Assy. Plng. (3)
William E. Dement Jr., Flt. Ops. (4)
Donald J. Smith, Flt. Avionics (4)
James P. Carey, Flt. Avionics (4)
William F. Merkle Jr., Flt. Avionics (4)
Robert Rathje, Flt. Avionics (4)
Edward L. Betz, Insp-Mechanical (4)
Eugene A. DiSernia, Conventional Mach. (5)
John H. Walker, Final Assy. (5)
Ferdinand Ardolino, Mech. Struct. & Proto. (5)
Mary F. Anesta, Supp. Equip. Prod. (5)
Douglas W. Sedgley, Fluid Mechanics (5)
Thomas J. Kennedy Jr., Financial Op/Secretaries (5)
Nicholas H. Obreiter, Financial Ops. (5)
James E. Cooper, Structures (6)
Raymond F. Wittemann, Structures (6)
Leroy Brown, Repair Cntrl. (6)
Rudolph W. Werns, Avionics Dev. (7)
Franklyn B. Brunskill, Maint. Cntrllr. (7)
Paul B. Larrabee, Maint. Cntrllr. (7)
Bruce G. Maurice, Airport Ops. (7)
Alexander S. Rogozinski, Airport Ops. (7)
Gerald P. Gibbons, Air Traffic & Radio Comm. (7)
Hugh J. Hart, Flt. Ops. Insp. (7)
Donald H. Weinhardt, Flt. Avionics (8)
Daniel V. Tauriello, Plastic/Plaster Tooling (11)
Frederick W. Krause Jr., Maint. (12)
Bernard H. Kurz, Elect. Test (14)
Michael J. Solan, Guid. & Cntrl. Syst. Inte. (14)
John M. Arleth II, Lab Mgmt. & Tech. (14)
Kenneth A. Kretschman, ILS Pub. Proj. Mgmt. (15)
Clifford H. Locke, ILS Tech. Writing (15)
Milton O. Gleit, ILS Tech. Writing (15)
Frederick J. Hartmann, ILS Tech. Writing (15)
Donald J. Desroches, ILS Tech. Writing (15)
David D. Kettell, Trans-Ops. (20)
Henry T. Truppner, PPO - F-14 (25)
William G. Vreeland II, Prog. Mgmt. (25)
Robert S. Gerard Jr., Fluid Power/Pyrotechnics (25)
Anthony P. Coretti, Iran Ops. BPA (25)
Albert A. Goudis, Iran Ops. BPA (25)
George N. Sprague, Reliability (25)
George B. McCarthy, Optic & Display Equip. Des. (25)
Isaac Martinez, Specifications (25)
Raymond T. Nannery, Engg. Resources (25)
George Smolen Jr., Prog. Contracts (25)
Leslie E. Garvey, Pricing & Proposals (30)
Robert L. Blackburn, Prog. Proc-Mgmt. & Staff (30)
Frank J. Wood, Prog. Proc-Mgmt. & Staff (30)
John A. Dechsner, Gen. Commodities (30)
Andrew P. Paterno, Gen. Sub-Contracts (30)
Edward Greenfield, FAC Admin. (30)
Siegbert Brockman, Gen. Acct. (30)
Anthony F. Gawrych, Audit Liaison (30)
Willard H. Blaskopf, ILS Est. (30)
Robert E. Olson, ILS Resource Application (35)
Richard S. Klarewicz, ILS Mech. Engg/Des. (35)
James M. Thomas, A/C Sys. Serv. (35)
Kenneth E. Newlin, QC Qual. Engg. (35)
John S. Titterington, Prog. Contracts (35)
Andrew Z. Gura, TS Matl. Reqt. Plng. (36)
John M. Giusto, TS Cust. Train. Visual Aids (39)
Donald H. Gleaves, ILS Sys. Implement. (40)
Linda J. Kuttner, Reliability (40)
Raymond J. Passalacqua, Prog. Contracts (40)
William G. Marson, Prog. Plng. Cntrl. & Budg. (40)
William A. Stead Jr., Config. Data Mgmt. (40)
Carrie L. Miles, Elect. BX & Pan. Fab. (43)
Robert J. Dudonis, Methods Engg. A/C (43)
Salvatore A. Brucato, Invent. Mgmt. (44)
Richard D. Kurz, Receiving Insp. (44)
Vincent M. Trabona, Mgmt. & Cntrl. (58)
Helge Brandtenborg, Mach. Ops. Proj. Mgmt. (60)
John A. Gigliati, Survablty/Vulability Mod. (60)
John T. Gelety, PPO Space & A/D (72)
George R. Pinter, Des. Engg. Proj. (72)
Richard G. Wasenius, F-14 AFT Sect. Assy. (77)
Charles J. Nelson, Finance & PC&B (77)
Michael Efstration, Tool Eng. (77)
Eric S. Goldman, Prod. (80)
Richard A. Fischetto, Engg. (88)
Paul W. Chmielewski, Prod. (88)
Robert A. McNatt, QC Supplier (89)
James A. Harkness, Logistic Serv. (94)

New club is born

On Tuesday, May 30, all watercolor artists—present and future—are invited to attend a GAA sponsored art lecture and demonstration in Plant 28 auditorium at 5:30 p.m.

Guest lecturer is Al Narizzano, an accomplished watercolorist. He will demonstrate watercolor techniques, style and the use of materials.

scorecard

If fellow golfers use the words "hook," "shank" or "worm burner" when describing your game, Mike Cherry of GAA has good news for you.

Golf clinics sponsored by the Grumman Athletic Association will be held at the south field behind Plant 2 on the following days: Tuesday, June 6; Thursday, June 8; and Wednesday, June 14. All sessions take place from 5 to 7 p.m.

Assisting Mike who is a P.G.A. member and teaching pro for over 20 years will be Grumman varsity members. Mike recommends all attendees to wear appropriate footwear and to take along a five or seven iron.

Trips galore

If you wish to travel to Nashville, Tennessee or to the Hawaiian Islands this summer, contact the Grumman Athletic Association office as soon as possible.

There are still openings available for the June 27-July 4 bus trip to the Grand Ole Opry in Nashville. The excursion costs $262 per person, based on double occupancy per room. Included in the eight-day trip package are: round trip transportation via deluxe motor coach; hotels and admissions; dinner every night; Country Music Hall of Fame; Luray Caverns; Grand Ole Opry performance; visit to Abraham Lincoln's birthplace; Churchill Downs, tour of Nashville, Belle Carol boat ride on Cumberland River, and the Natural Bridge of Virginia.

GAA is also offering a 16-day Hawaiian vacation package for $769 per person (double occupancy). The trip is scheduled for August 30 through September 14. Cost includes round trip airfare; seven nights at the Hyatt Regency in Honolulu; four nights at Maui Wailea Beach Hotel; 2 nights at Knoa Hilton Beach and Racquet Resort and one night in Hilo at the Naniloa Surf Hotel.

For additional information, call Ext. 2133 or 2269.

Mixed Pinehurst

On Wednesday, June 21, Grumman men and women golfers will be navigating the Yellow course at Bethpage State Park in the first of three Mixed Pinehurst tourneys slated for this season.

If you want to be one of those golfers, you'd better sign up early with Mike Cherry in the GAA building next to Plant 2, Ext. 2133. The field is limited to 60 duffers.

Entry fee of $6 per person includes greens fee and kickers' prizes. Because of the growing contingent of Mixed Pinehurst enthusiasts, says Mike, your entry fee must accompany your registration.

In Mixed Pinehurst play, both male and female golfers tee off, play each other's drive on the second shot, and then select the better lie for the third shot. From then on they alternate play using one ball until it is holed out.

A trophy is awarded to the team that shoots low gross. To be eligible for the kickers' prizes, you and your partner must choose a handicap that when subtracted from your nine-hole score will allow you to finish between 30 and 40.

Other Pinehursts slated for this year are on Wednesday, July 26 and Wednesday, August 23. The tentative date for the annual GAA Golf Tourney is August 9 at Pine Hills Country Club. Further information will appear in a future issue of PLANE NEWS.

Paddle champs. *Winners of the annual GAA Plant 6 table tennis tourney are (L to R) front row - singles A champ Dave Zazeski, Dave Kelsky (B), and Joe Palazzo (C); standing - doubles champions Jim Knipe and Butch Kruse (A), Paul Faulkner and Carl Holmes (B), and Jerry Miller who teamed up with Palazzo for C title.*

Where it all began

Fourteen days after John Zangas placed sixth in the International Division of the National Greek Marathon in Athens, he went on to finish a respectable eighth in the Tehran, Iran, marathon.

The 19-year-old runner is the son of Chuck Zangas, Grumman's Iran Aircrew Training manager. John graduated last year from the American School in Isfahan.

The Athens run, an annual re-run of the famed Marathon to Athens race in 396 B.C. covers the same course as its ancient predecessor.

The first American to finish in this first major marathon, John came in behind four Russians and one Danish runner. He won the bronze medal for his feat. There were over 150 runners in the event.

"I really wasn't fully recuperated for Tehran," says John, "but I wanted to run anyway." He became interested in marathon running this past January when he helped organize the Isfahan Striders, an American jogging club in Iran.

calendar

AIAA: L.I. section; Tues., May 23; Antun's, Hicksville; dinner 6:30 p.m., presentation 7:30 p.m.; guest speaker: Elinor Smith Sullivan, Pioneer Aviatrix—"Development of Aviation on Long Island," all welcome. Stan Kalemars, x7470.

Aikido Club: every Mon. and Wed., 5 p.m., Pl. 35 cafe; for sport and self-defense; L.I. Aikido Federation; all guests welcome. B. Bauman, x2910/M. Stock, x7186.

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 15 conference room C; closed meetings; Personnel Relations, x3521; Calverton: every Mon., 4-5 p.m., Headquarters Building; Great River: every Wed., 4-5 p.m., Pl. 43 conference room 3.

Coin Club: Wed., May 24, 12:05 p.m.; Pl. 25 conference room; lunchtime; copies of recent coinpapers available to attendees. Ken Hale, x3717.

Duplicate Bridge Club: every Thurs., 6 p.m., Pl. 30 cafe; open competition; guests welcome. S. Campbell, x3382/F. O'Lear, x5120.

Fencing Club: every Tues., after 4:30 p.m., Pl. 30 cafe; both beginners and experienced fencers; instruction and competition; GAC employees and dependents welcome. P. Chaldaris, x4331.

Folk Dancers Club: every Tues., folk dancing, every Thurs., hustle and ballroom dancing; some instructions available lunchtime, receiving area, Pl. 6; all welcome. E. Urciuoli, x(117)6688.

Grumman Dance Club: every Wed., 5-8 p.m., Pl. 30 cafe; May 31, mombo/June 7, hustle; friends and relatives welcome. E. Murway, x4394/M. Brown, x3262.

Grumman Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg. (at Pl. 3 rr crossing); regular meeting; guests welcome. R. Muntz, x8101.

Grumman Tennis Club: 2nd Wed. of every month, 5 p.m., classrooms A and B, Pl. 5. P. Andrews, x7345.

Grumman Toastmasters Club: Wed., May 31, 5:00-7:00 p.m., Plt. 25 conference room C; impromptu and prepared speeches; all guests welcome. J. Allison, x2931.

Retiree Club: Wed., May 31, 1:30 p.m., Holiday Manor; local chapter; business meeting. E. Drasser, x2133/2269.

Stamp Club: 1st, 2nd, 3rd Wed. of each month, 4:45 p.m., Pl. 35 cafe. S. Hoops, x3926.

Summer is here

June 8 is the beginning of the picnic season at Grumman. That's the day that Food Services opens for business at McKay Field.

Under the shady oaks, Grummanites can lunch on hamburgers and the famous "Picnic in the Park" 1/4-lb. hot dog. Liquid refreshments are also available.

The park will be open from 11:40 a.m. to 1 p.m. every day starting Thursday, June 8—weather permitting. Bocce, volleyball, and miniature golf are available for the energetic.

If you're planning on attending the "granddaddy of all picnics," you'd better set aside Saturday, July 15. Articles on the annual Grumman Family Picnic at Calverton will begin appearing in the June 9 issue of PLANE NEWS.

Late bloomer wins spring flower show

Thirty-six years after he co-founded the Grumman Garden Forum, Mike Smith finally won the biggie. His yellow, "President John F. Kennedy" tulip was awarded the "Best of Show" prize in the Annual Spring Flower Show held in the Plant 5 cafeteria on May 11.

Mike also gained a first, second and third place finish for various classes of tulips to give him a total of four awards. Other multiple winners were: Kay Trestka, Employee Investment Plan administrator; Ed Ellison, ILS cost estimator; Joe Gregg, Transportation equipment operator; and Dot Kappenberg, GEMS secretarial services, who also directed the show.

A long wait

"In 1942, I was working in the Main Tool Crib in Plant 2," said the still sprightly 75-year-old Smith. "This fellow worker, John Meagher and I, thought it would be a good idea to have a flower show. There were 20 entries that year and I didn't win anything. When I saw the amount of entries this year (393) I thought for certain I'd end up a loser again. I'm really overwhelmed . . .it certainly was worth the ride."

A drive for the finish

In order to compete, Smith had to drive most of the night from Maryland to his Long Island home, then select and clip his tulips shortly after sun-up. Retired since 1970, the persevering Smith has never missed a show. For his win, Smith walked off with a cedar-wood garden cart and gift certificates.

George Rath, F-14 Material Management, managed the show and was its master of ceremonies. Harry Volz, Security and Personnel Services deputy director, awarded the prizes.

The Spring flower shop winners (first, second, third, and honorable mention) are:

Single tulip: Mike Smith, Kay Trestka, Mado Lamounette, Joe Gregg, and special mention - Alice Miller. Single parrot or fringed tulip: Alice Miller, Mike Smith, Harry Svonik, Ed Ellison, Mary Hutter. Other varieties: Kay Trestka, Alice Miller, Mike Smith, Kay Trestka, John Gatti.

Carting off the prize. *Mike Smith (C) displays his "best of show" tulip in the cedar-wood garden cart he won. Flanking Mike are (L to R) Joe Gregg, Dot Kappenberg, Harry Volz, George Rath and Kay Trestka. (Photo by Bob Settles)*

Novice - single tulips: George Berman, Eleanor Franzese. Narcissus: Judi Hogan, Ed Ellison, Kay Trestka, Mike Gabriel, Pete Colvin, Dick Brummer and Joe Gregg. Single season bloom: Kay Trestka, Joe Gregg, Lillian Nigro, Joe Gregg and Ann Prochoroff. Tulip collection: Dot Kappenberg, Mary Hutter, Dot Kappenberg and Dot Kappenberg. House plants: Judy Cote, Carole Tabbi, Chris Reed, Fern Bert and Dot Kappenberg.

Seasonal collection: Art Barzclay, Rosalie Le Porte, Rita Harlan, Frank Sakowski and Bill Hill. Arrangements: Karl Hagen, George Rath, George Rath and Dot Kappenberg.

Rose show

The next show will be held on Thursday, June 15, in the Plant 30 cafeteria. It will be a rose show and as a special feature, 100 miniature roses in bud and bloom will be placed on sale. The flower show goes on the road to Great River on Tuesday, June 27. All Grummanites are invited to try out their green thumb. For more information, contact Dot Kappenberg, Plant 35, Ext. 5465.

Local masters

Polytechnic Institute of New York recently announced plans to begin offering a master's degree program at its Long Island Center in Farmingdale.

Graduate degrees will be offered in aeronautics and astronautics and in mechanical engineering (fluid/thermal/energy option).

For further information, contact Mrs. B. Hein, (516)694-5500.

AID update

Seminars on Grumman Aerospace's new voluntary early retirement program called Additional Income Dollars (AID), have been held at all the company's Long Island facilities, says Dan Knowles, director of Personnel.

AID sessions in which all eligible Grummanites are invited are now being conducted at off-Long Island sites.

"If you are contemplating early retirement under the program, the people who can furnish you with the right answers are Personnel Representatives in Plant 28, Ext. 3521," says Frank Campbell, manager of Personnel Relations.

Wanted: apts.

Do you have an apartment or room to rent or share? New graduates and several summer students starting work at Grumman in the near future are looking for housing.

Kathy Willsey of the College Program office can probably help you line up a tenant or roommate. She can be reached on Ext. 6252, or you can send information to her at Employment, A08-28.

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

BULK RATE
POSTAGE PAID
HICKSVILLE, N.Y. 11802
PERMIT NO. 1110

Vol. 37, No. 8, May 26, 1978, Bethpage, N.Y. 11714